In the Claims:

1. (Currently amended) A lightweight, laminated structural component made of thin metal plies comprising at least one sheet metal component that is uninterrupted throughout its area, ~~said at least one sheet metal component extending in a first plane and~~ at least one further sheet metal component constructed as a framework forming a lattice, ~~said lattice comprising strip shaped flat sheet metal lands defining a second plane in which said flat sheet metal lands are parallel to said first plane and~~ a first adhesive bond between said at least one sheet metal component and said [[~~lattice.~~]] lattice, and stiffening members (18, 19) operatively secured at least partly to said lattice for forming a skin of an aircraft fuselage, wherein said stiffening members extend on a radially inward side of said skin facing toward a longitudinal central axis of said aircraft fuselage.

2. (Currently amended) The lightweight, laminated structural component of claim 1, wherein said at least one sheet metal component comprises a first sheet metal ply that is uninterrupted throughout its area, a second sheet metal ply that is also uninterrupted throughout its area, and a second adhesive bond between said first and second uninterrupted sheet metal plies to form a first ply structure, and wherein said further sheet metal component comprises a first sheet metal lattice, a second sheet metal

lattice, and a third adhesive bond between said first and second sheet metal [[~~lattices,~~]] lattices to form a second ply structure, and wherein said second ply structure is bonded to said first ply structure by said first adhesive bond.

Claim 3 (Canceled).

4. (Currently amended) The lightweight, laminated structural component of [[~~claim 3,~~]] claim 1, wherein said stiffening members comprise stringers (18) extending in parallel to said longitudinal central axis, and ribs (19) extending circumferentially relative to said longitudinal central axis.

5. (Currently amended) The lightweight, laminated structural component of claim 1, wherein said lattice ~~further~~ comprises sheet metal lands and [[~~flat~~]] sheet metal struts (10, 11, 12) as part of said lattice, and wherein said [[~~flat~~]] sheet metal struts are positioned between said [[~~flat~~]] sheet metal lands for strengthening said lattice in accordance with load dependent criteria.

6. (Original) The lightweight, laminated structural component of claim 5, wherein said struts (11, 12) extend in parallel to said stiffening members (18, 19) and/or at an angle relative to said stiffening members.

7. (Currently amended) The lightweight, laminated structural component of claim 1, wherein said lattice comprises strip shaped [[~~flat~~]] sheet metal lands that are positioned to face into [[~~an~~]] said aircraft fuselage, said strip shaped [[~~flat~~]] sheet metal lands forming at least one sheet metal ply with open fields surrounded by said strip shaped [[~~flat~~]] sheet metal lands.

8. (Original) The lightweight, laminated structural component of claim 1, wherein said at least one sheet metal component and said further sheet metal component forming said lattice have a thickness within the range of 0.5 mm to 5.0 mm.

9. (Original) The lightweight, laminated structural component of claim 1, wherein said at least one sheet metal component and said at least one further sheet metal component are made of a metal selected from the group of: alloys of aluminum, alloys of titanium, steel alloys, alloys of copper, alloys of zinc, and alloys of magnesium.

10. (Currently amended) A method for manufacturing the lightweight, laminated structural component of claim 1, comprising the following steps:

(a) preparing said at least one sheet metal component forming at least one sheet metal ply that is uninterrupted throughout its area, ~~said at least one sheet metal ply defining a first plane,~~

(b) preparing said further sheet metal component constructed as said framework forming said lattice having [[~~said~~]] strip shaped [[~~flat~~]] sheet metal lands surrounding open ~~fields and extending flat in a second plane in parallel to said first plane; and~~ fields, and

(c) adhesively bonding said lattice to said at least one sheet metal ply to form said first adhesive bond.

11. (Previously presented) The method of claim 10, wherein said adhesive bonding is performed so that at least portions of said lattice are adhesively bonded to said at least one uninterrupted sheet metal ply and wherein said portions are determined by load distribution patterns to which said structural component is exposed.

12. (Original) The method of claim 10, wherein said preparing steps and said adhesive bonding step are performed as a continuous, uninterrupted production operation.

13. (Currently amended) The method of claim 10, comprising using an epoxy film as a bonding layer forming said first adhesive bond between said lattice and said sheet metal component.

14. (Original) The method of claim 10, further comprising preparing at least two uninterrupted sheet metal plies, adhesively bonding said at least two uninterrupted sheet

metal plies to each other, preparing at least one lattice, and adhesively bonding said at least one lattice to said at least two uninterrupted sheet metal plies.

15. (Currently amended) The method of claim 10, further comprising securing said stiffening members (18, 19) to said strip shaped sheet metal lands by any one or more of the following steps: adhesive bonding, riveting and welding.

16. (Currently amended) The method of claim 10, further comprising forming said further sheet metal component with said strip shaped [[~~flat~~]] sheet metal lands and with [[~~flat~~]] sheet metal struts between said [[~~flat~~]] sheet metal lands.

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